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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

23rd September, 1935.

Dear Sirs,

I beg to acknowledge the receipt of your letter of the 18th instant, relative to your steamers "FRANCUNION V" and "FRANCUNION VI", which are lying at Algiers employed as depot oil storage vessels, from which I note that you are considering the question of their reclassification with this Society.

With regard to the survey which would be required in the event of your deciding to reclass these vessels, I have to inform you that the requirements of a Second Special Survey No.3 would require to be carried out in the case of the "FRANCUNION V", and a Second Special Survey No.1 in the case of the "FRANCUNION VI".

In view, however, of the fact that the vessels will be restricted to Harbour service only, the class to be assigned would be modified accordingly, and this would be taken into consideration when carrying out the surveys, so that the Committee would not require the same standard of strength as for unrestricted service.

As regards the subsequent examinations for maintenance of class, I have to say that the usual periodical surveys, so far as the hull is concerned, would require to be held, and these would become due at intervals

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S.S. "FRANCUNION V" and "FRANCUNION VI". - 2-

The class was subject to the tank top in engine of 4, 8 and 12 years respectively from the date of the previous Special Survey No.3. (The Special Survey No.3 on the "FRANCUNION V" was held in October, ¹⁹²⁴~~1925~~, and on the "FRANCUNION VI" in August, 1930).

The Society has no rule as to surveys in drydock, between Special Surveys, but when a vessel is in drydock the Society's Surveyors are required to avail themselves of the opportunity to examine the bottom and the vessel generally.

So far as the ^{subsequent} periodical surveys of the machinery are concerned, I am directed to say that if an annual survey of the boilers and a general examination of the machinery under standing and working conditions is carried out, in addition to an examination of any parts of the machinery which are from time to time opened up by the Owners for adjustment or overhaul the Committee would be prepared to approve of such an arrangements, whilst the vessels are employed only for Harbour Service, as depot ships.

In the event of your deciding to proceed with the surveys for reclassification, I think it well to point out that it would be necessary for Mr. Stuart, the Society's Senior Surveyor at Marseilles, to proceed to Algiers to join the local Surveyor in his examination.

I am, Dear Sirs,
Yours faithfully,

Messrs. Andrew Weir & Co.,
Baltic Exchange
Buildings,
21, Bury Street,
E. C. 3.

Clerk to the
Classification Committee.

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